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BROCKMAN
BROCKMAN MINING LIMITED
布萊克萬礦業有限公司*
(incorporated in Bermuda with limited liability)
(SEHK Stock Code: 159)
(ASX Stock Code: BCK)

POSITIVE RESULTS FROM RAILWAY STUDY FOR THE MARILLANA PROJECT

HIGHLIGHTS:

- **Initial railway study completed to underpin an integrated logistics solution for Brockman’s 20Mtpa Marillana Project.**
- **The study demonstrates strong commercial merits to support Brockman’s East Pilbara projects with the capability to be expanded to serve other third party users.**
- **The study indicates a significantly reduced capital cost when compared with traditional Pilbara “heavy-haul” railway systems.**

Brockman Mining Limited (“**Brockman or the Company**”) is pleased to announce that it has completed a study evaluating an independent railway to connect Brockman’s Marillana, and later Ophthalmia, projects in the East Pilbara to Port Hedland. The independent railway (“**Brockman’s Rail**”) is one of a number of logistics solution options being considered by the Company to deliver its high quality iron ore to the export market.

Brockman has commissioned Engenium Pty Ltd (“**Engenium**”), a leading Perth engineering company, for the Company’s own railway study considering the prolonged process in accessing current and potential third party rail in the Pilbara. The prolonged process has significantly delayed Brockman’s production timetable. Although the cooperation with another third party rail provider remains an option, Brockman will need to start charting the pathway for its own infrastructure solutions.

Brockman’s Rail is predicated on a standard gauge design, 26-tonne axle load, and incorporating an “**Ausbeam Track System**” (a ballast-less track system with continuous rail support). The wagon design specification is based on current bottom dump wagons utilised in Western Australia. The design and track structure is expected to significantly reduce capital cost when compared with traditional Pilbara “heavy-haul” railway systems.

* *For identification purpose only*

The study demonstrates strong commercial merits for Brockman's Rail to support an initial rail capacity of 30Mtpa to a designated berth in Port Hedland, with the ability to be expanded to 50Mtpa for other junior miners. On the back of such an encouraging study result, Brockman will progress with a Pre-Feasibility Study and continue discussions with the relevant Western Australian Government departments on requirements for Brockman's Rail and its facilitating port.

***Business Development Director of Brockman, Hendrianto Tee** commented: "Brockman has never ceased in working out a logistics solution for its projects in the Western Australia despite market and regulatory constraints. Brockman's management and board remain confident of bringing Marillana's ore to the export market once a logistics solution has been established. Concurrent to the Brockman's Rail development, the Company continues to progress with its Project Maverick, a 2.5Mtpa initial production from Marillana predicated on the use of performance based standard road trains ("Super Quad") and export through the Utah Point Port Facility.*

by order of the board of directors of
Brockman Mining Limited
Chan Kam Kwan, Jason
Company Secretary

Hong Kong, 8 July 2016

As at the date of this announcement, the board of directors of the Company comprises Mr. Kwai Sze Hoi (Chairman), Mr. Liu Zhengui (Vice Chairman) and Mr. Ross Stewart Norgard as non-executive directors; Mr. Chan Kam Kwan, Jason (Company Secretary), Mr. Colin Paterson and Mr. Kwai Kwun Lawrence as Executive Directors; and Mr. Yap Fat Suan, Henry, Mr. Uwe Henke Von Parpart, and Mr. Choi Yue Chun, Eugene as independent non-executive directors.

FURTHER INFORMATION

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